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October 30, 2007

Matt Gilbert
CAL FIRE
210 W. San Jacinto Avenue
Perris, CA 92570

Dear Capt. Gilbert:

You have requested that SDG&E provide you with information regarding faults on SDG&E Tie Line 637 on October 21, 2007. I asked SDG&E consultant Larry Hall to identify that factual information. Enclosed is a letter from Mr. Hall, which I believe is self-explanatory.

Should you have any questions please contact me.

Very truly yours,

A handwritten signature in dark ink, appearing to read "C. Larry Davis".

C. Larry Davis

CLD/sma

Lawrence S. Hall, P.E.

ELECTRICAL ENGINEER

8575 Renown Drive • San Diego, Ca 92119 • (619) 462-2019

October 28, 2007

Mr. C. L. Davis, Esq.
Semptra Energy Inc.
101 Ash Street
San Diego, CA 92101

Re: Operation of 69KV Tie Line 637 on October 21, 2007

Dear Mr. Davis,

I have reviewed the available data concerning the operation of 69KV Tie Line 637 (TL 637) on Sunday, October 21, 2007. This information was obtained from the digital fault recorders at the Los Coches and Descanso substations as well as the type SEL relay at the Santa Ysabel terminal of TL 637. The information for the nature of the faults and the clearing times from the Creelman Substation in Ramona was obtained from the Los Coches digital fault recorder since there is a direct tie between the substations.

TL 637 experienced four interruptions on October 21, 2007. It must be noted that the type SEL relay for the tie line at Santa Ysabel does not have a synchronized clock. The relay time is approximately 12 minutes slow and has been corrected by using the times from the digital fault recorders and the main system control computer at the Mission Control Center. The fault times, types, and clearing times were as follows:

Time	Type	CRE Clearing*	ST Clearing**
0853	C-A	6 cycles	7.31 cycles
1122	B-C	5.5 cycles	7.07 cycles
1223	B-C	***	7.37 cycles
1525	B-C	5.5 cycles	7.37 cycles

* Creelman clearing time

** Santa Ysabel clearing time

*** Record not available from Los Coches. The fault cleared via the type CEY distance relay at Creelman, as did all others.

TL 637 was deenergized at 1527 and was left out of service.

Please feel free to contact me if additional information is needed.

Yours truly,


Lawrence S. Hall - P.E.

Attachment I